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FIFTY GLIMPSES of
WORCESTER
and Lake Quinsigamond

An Up-to-Date Booklet for the Visitor, the Resident, and for Transmission to show something of Worcester, the Most Rapidly Growing City in New England

WORCESTER, MASS.
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THE CITY OF WORCESTER

BY HERBERT RANSFORD CUMMINGS



EDWARD F. FLETCHER,
Mayor of Worcester.



THE City of Worcester, the shire-town of Worcester County, Massachusetts, is the second city in size in the State, and the third in New England, having a population, as shown by the census of 1900, of 118,421. This is even more than has been estimated it would count up, and proves that the city is growing faster than was supposed. Geographically situated nearly in the centre of the most populous part of the State, it has been commonly spoken of as the "Heart of the Commonwealth," and it has in many ways become fully entitled to this name. Its first settlement by the white man was made in 1664, when the hardy and adventurous men of that time, who had seen its superior advantages, came here, and the land, then known as "Quaansigamod Plantation," was purchased from the resident tribes of Indians, for an insignificant sum, in 1674. Ten years later, in 1684, by order of the General Court, it was named Worcester. Its early settlement was attended with many dangers and hardships, the Indians keeping up a constant warfare, and it was not until 1713 that the final undisturbed settlement was made, and the inhabitants began to increase.

It grew slowly for many years, but it was incorporated as a town on June 14th, 1722, and its growth still continued

slowly, there being but 2411 population in 1800. The people aspired to the dignity of becoming a city, and it was incorporated as such February 29, 1848. At that time, it had some less than 13,000 inhabitants, and its growth continued slow and conservative for many years after, until the advent of the steam railway had demonstrated that by location, it was naturally destined to become a great manufacturing and commercial centre, and it began to grow. The more recent and wonderful development of electrical railroads has made it the city of 118,000, with an additional tributary and easily available suburban population surrounding it, of more than 275,000, at the opening of the twentieth century.

While Worcester is by nature a suburban, and truly inland city, being about forty-four miles from the nearest points of tide-water, Boston, Fall River and Providence, and is in the midst of an agricultural region, it has won a world-wide reputation for its mechanical products, greater than any other city. It is a healthy city, being nestled at an average altitude above the sea level of over 500 feet, amongst a group of beautiful hills. Having plenty of room, its residential districts are beautiful, having wide shaded streets, and the residences set well back on handsome and well-kept grounds. With the true spirit of democracy arising from the fact that it is largely a city of men who own their own homes, those of the mechanic and the more moneyed merchant or successful manufacturer perhaps occupying adjacent grounds, there is no distinctively drawn social line, or exclusive wealthy residential parts of the city, as each has been equally identified with its progress. Throughout the city and its rapidly

growing environs there are many handsome residences and homes, owned by all classes. Of course, in the business and manufacturing districts, the ever increasing value of land is enforcing a more compact growth and the higher elevation of the business blocks.

In speaking of its suburban beauty, the system of public parks should be mentioned. Under the supervision of an able Parks Commission, the city has laid out in different sections twelve parks, with a total of nearly 600 acres. These parks are being gradually developed and made beautiful, and several of them are even now, by their endowment by nature, and by the hand of man, such as to win praise from all over the country. Those that have been most highly developed at this time are Elm and Newton Hill Parks on the "west side;" Institute Park at the north end; University Park at the south end; North Park, beyond Brittan Square, and Lake Park, on the shore of Lake Quinsigamond.

The city has a fine water system, with a supply abundant enough to care for its rapid and future growth; is admirably adapted by its purity for all manufacturing purposes, and is furnished to large users at a low cost. It also has an elaborate double system of sewerage, which passes through a successful method of purification; and its other necessities as a residential city, its educational advantages, churches, etc., are in the first rank.

From its early settlement, and its intense loyalty in the various epochs of disturbances, previous to and during the Revolution, it is rich in historical matter, and has within its borders many places of interest. Perhaps most important among these is a bronze plate on the steps

leading to the City Hall, marking, as near as possible, the spot where was read for the first time on Massachusetts soil, the "Declaration of Independence," the great document of freedom being read from the porch of the Old South Church, which stood on this site, while the messenger, on his way to Boston, stopped to change horses.

The city in general has been spoken of, and we now come to that which has made it what it is, and given it its world-wide reputation—its manufactures. It was early destined to be a manufacturing place, and it has by process of "evolution," it may be said, gradually developed a higher genius in this line, until to-day, if anything is wanted that is built right, or if not built, if a machine is needed to do some new work, Worcester is the place, and its mechanics the men first visited. This development has been concisely given by the Board of Trade report as due to four causes: the introduction of steam power; the building of railroads; the facilities afforded to men with small means to begin business; and the character of the people.

Some idea of the great diversity of manufacturing carried on in the city may be had when it is said that nearly 1400 industries are actively engaged, using an invested capital of over \$26,500,000, and producing over \$50,000,000 annually. To give a list would be impossible in these pages, but almost every conceivable article needed in the arts, sciences, agriculture and manufactures is made here, and the number employed rank from the single individual manufacturer to the wire mills employing over 7000. It is always a matter of pleasure, and of pardonable pride, when the Worcester resident, whether in foreign lands, or

in strange parts of our own country, sees the well-known words "made in Worcester, Mass.," on the engines, cotton, woolen, or paper-making machinery, agricultural implements, musical instruments, etc., that he is being shown by his host.

Having such an amount of manufactures, it is evident that good facilities for transportation are requisite, and as a shipping centre, Worcester, although an inland city, has advantages possessed by few cities. Four great railroads enter here, which with their extensive freight yards and trackage, and through their terminal facilities elsewhere, provide unusual opportunities for the receipt of raw materials and coal, and the foreign shipment of manufactured products. These roads also provide adequately for the passenger traffic, nearly two hundred trains entering and leaving Union Station daily for all parts of the State and country. The city has recently been made a port of entry, and a resident customs official appointed, a matter of inestimable value to its many importers, who can now transact such business at home.



HON. GEORGE F. HOAR,
United States Senator.

Any city that has been built up by the industry and success of its artisans must of necessity be possessed of good educational advantages, and it can well be said that Worcester has an especial pride in the reputation it has won as an educational centre. In addition to its large public school department, the summits of most of the hills around the city are crowned with an institution devoted to the higher education of all classes, and in all the professions. Its numerous public school buildings are models, constructed upon the most modern and improved plans of architecture and sanitation, and provide for more than 20,000 children. The city has always provided most liberally for the schools, and its system has a national reputation, as it includes kindergartens, manual training and domestic science, in addition to the elementary instruction.

Of the higher institutions, Clark University, founded by the late Jonas G. Clark, was opened in 1889, and it is devoted to post-graduate work of the very highest character. A collegiate department, called Clark College, was opened in 1902, and bids fair to take front rank among the great colleges of the country.

The Worcester Polytechnic Institute, opened in 1868, is a college of engineering, and was the first of its kind in this country to establish workshops in connection with the course of studies. Its graduates, over 850, are to be found occupying responsible positions in all parts of the world.

The College of the Holy Cross, the oldest Catholic college in New England, was founded in 1843, and is a college of high repute, having a widespread influence, and its

alumni occupy prominent places in all paths of life in the country.

The Worcester Academy, a college preparatory school, has become one of the leading institutions of its kind, and has very fine and extensive buildings, fully equipped for its work.

Other institutions of learning are the State Normal School, established in 1874, for the training of school teachers; the Highland Military Academy, and lastly the Oread Institute for the teaching of domestic science, opened in 1899, its students representing thirty-three states of the Union.

Thus it will be seen that Worcester is well provided with educational advantages such as are found in but few cities.

In closing this necessarily condensed sketch of Worcester, its population, educational and other advantages, which, combined with its greatly diversified manufacturing industries, have given it its growth and reputation, some few statistics may be of interest. Regarding its population in the future, it is reasonable to anticipate it will continue in the same steady manner, and reach 150,000 or more in the next ten years, and over 200,000 before the end of the next twenty years.

As a city it is financially solid, and while the expenditures have been heavy, and the increase of debt large, the money has all been judiciously expended for necessary and permanent improvements. The total valuation of property owned by the city is over \$13,900,164.67, and the net debt \$5,471,781.68.

The assessors' valuation of taxable property for the year 1902 was \$116,209,015, and during the past thirty years the tax-rate has fluctuated from \$14.60, the lowest, in 1891, to \$18.00, the highest, in 1886.

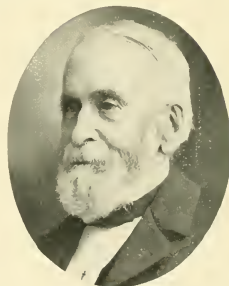
Its water service is excellent, there being two systems—"low pressure," with 70 lbs. per square inch pressure, and "high service," with 150 lbs. pressure, shown at the Water Department in City Hall. This, with its fine Fire Department, gives the best of protection to property, and a low rate of insurance.

The system of sewerage has over 140 miles of sewers for sewage and storm water, and in its construction considerably over \$4,000,000 has been expended, while much is required for its maintenance. This assures a healthy condition, and a comparatively low mortality.

There are over 190 miles of public streets, of which over 30 miles are macadamized and 14 paved. These streets are well lighted by 719 arc, 491 gas, and 1186 gasoline lights. Its other municipal departments are in same proportion, and each is liberally provided for in the annual appropriations. Its great diversity of manufactures and products has been elsewhere spoken of, and one great result of this wide diversity has been shown, in the past, that general business is good most of the time. When one or two industries are depressed, others are flourishing, so that but few mechanics are at any one time unemployed. One

good test of this even tide of business is to be found in the volume of clearing-house transactions which in 1900 was \$65,284,481, and in 1901, \$78,275,172.

With such advantages as are certain to be found in Worcester, it is not surprising that new industries are constantly being located here, for, especially in experimental work and producing new articles, here are to be found the men possessed of the mechanical and inventive genius so often necessary. There are many good locations where factories can be built, with close railroad facilities if needed, and if any information is needed by strangers wishing to locate, they can obtain any information by making application to the active Board of Trade, which is at all times possessed of knowledge upon all points relative to such matters.



LORING COES.

The Oldest Pioneer Manufacturer in Worcester
now actively engaged in business
(91 years).



CITY HALL.



UNION STATION.



MAIN STREET, SOUTH FROM FRONT.



FRONT STREET, FROM MAIN.



BIRD'S-EYE VIEW OF PART OF BUSINESS SECTION NORTH FROM CITY HALL TOWER.



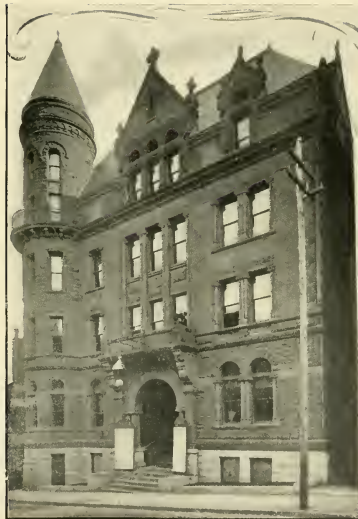
WORCESTER COUNTY COURT HOUSE.



THE NEW ST. VINCENT'S

THE CITY HOSPITAL

THE MEMORIAL



Y. M. C. A. BUILDING.



Y. W. C. A. BUILDING.



BLOOMINGDALE STATION,
PORTLAND STREET STATION.

SOME FIRE DEPARTMENT BUILDINGS,
HEADQUARTERS.

GRIENDALE STATION
GRAFTON STREET STATION



THE AUDIENCE.

RUSTIC THEATRE AT LINCOLN PARK.

THE STAGE.



LAKE QUINSIGAMOND FROM LINCOLN PARK.



THE OVAL—HOME FIELD OF THE WORCESTER (EASTERN LEAGUE) BASEBALL CLUB.



THE WORCESTER ART MUSEUM.



THE WORCESTER CLUB—ELM STREET.



WOMAN'S CLUB HOUSE.



THE COMMON—SOLDIERS' MONUMENT.



SALISBURY POND—INSTITUTE PARK.



JUNCTION OF SALISBURY AND GROVE STREETS—CENTRAL (Congregational) CHURCH.



THE ODD FELLOWS' HOME.



WATER SCENE IN ELM PARK.



WORCESTER INSANE HOSPITAL.



CLARK UNIVERSITY AND CLARK COLLEGE.



A RESIDENCE SECTION ON MAIN STREET, NEAR CLAREMONT.



LAWN SCENE ON MAIN STREET, NEAR HON. J. H. WALKER'S RESIDENCE.



RESIDENCE OF LORING COES.



WEBSTER SQUARE, NEW WORCESTER.



THE ARMORY.



WORCESTER THEATRE.

THE POST-OFFICE.



HOLY CROSS COLLEGE.
WORCESTER POLYTECHNIC INSTITUTE.



BAY STATE HOUSE, For 200 Years Site of an Inn.
THE POLICE STATION.



OLD HISTORIC MECHANUS HALL.
THE PUBLIC LIBRARY.





CLASSICAL HIGH SCHOOL.



NORMAL SCHOOL.
SOUTH HIGH SCHOOL.



ENGLISH HIGH SCHOOL.



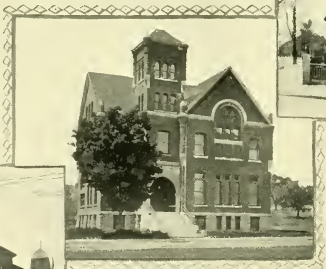
ST. MATTHEW'S CHURCH.
PIEDMONT CHURCH.



ST. PAUL'S (CATHOLIC) CHURCH.
ST. PETER'S (CATHOLIC) CHURCH.



PILGRIM CHURCH.
PLYMOUTH CHURCH.



DAVIS TOWER, LAKE PARK.

WORCESTER SOCIETY OF ANTIQUITY.

NATURAL HISTORY SOCIETY.



THE WORCESTER COUNTY JAIL.



IN THE SHOPPING DISTRICT—THE BOSTON STORE—DENHOLM & MCKAY COMPANY.



THE OLD SOUTH CHURCH.
UNION CHURCH.

SWEDISH AND FRENCH CHURCHES, SALEM SQUARE.
ALL SAINTS' CHURCH.



RESIDENCE OF MATTHEW J. WHITTALL.



THE GRAND ENTRANCE.

STATE MUTUAL LIFE ASSURANCE COMPANY BUILDING.

THE GRAND STAIRCASE.



ONE OF WORCESTER'S PRINCIPAL ARTERIES OF TRAFFIC—RAILROAD YARDS REAR OF UNION DEPOT.
As seen from Bloomingdale Road.



“FAIRLAWN”—HOME OF JAMES A. NORCROSS.



THE LAKESIDE.
THE WASHINGTON.

CLUB-HOUSES AT THE LAKE.
THE FRONTENAC.

THE WAPITI.
THE WACHUSETT.



THE Y. M. C. A.
SVEA GILLE.

CLUB-HOUSES AT THE LAKE.
THE TATASSIT.

THE FROHSINN,
THE QUINSIGAMOND.



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